
CHAPTER 6

DILLINGHAM MILITARY RESERVATION

6.1	INTRODUCTION	6-1
6.2	LAND USE/RECREATION	6-6
6.3	VISUAL RESOURCES	6-20
6.4	AIRSPACE	6-29
6.5	AIR QUALITY	6-33
6.6	NOISE	6-41
6.7	TRAFFIC	6-45
6.8	WATER RESOURCES	6-51
6.9	GEOLOGY, SOILS, AND SEISMICITY	6-59
6.10	BIOLOGICAL RESOURCES	6-69
6.11	CULTURAL RESOURCES	6-99
6.12	HUMAN HEALTH & SAFETY HAZARDS	6-112
6.13	SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE	6-120
6.14	PUBLIC SERVICES AND UTILITIES	6-124

CHAPTER 6

DILLINGHAM MILITARY RESERVATION

6.1 INTRODUCTION

The proposed project at DMR would involve installing communication antennas at three locations and constructing a road from SBMR to DMR for transporting equipment and personnel. Changes in training activities and locations would occur on the installation and along the proposed road. The following text provides a description of these proposed activities; for detailed construction information, see Appendix D, Construction Details. Potential environmental impacts associated with these activities are discussed in detail throughout the remainder of this section.

6.1.1 Proposed Action

Construction

Construction of Dillingham Trail

The proposal is to acquire a perpetual easement of approximately 55 acres (22 hectares) and to construct a gravel road 15 feet (5 meters) wide with shoulders 3 feet (1 meter) wide. The road would run approximately 13 miles (21 kilometers) from SBMR to DMR and would be used by military vehicles. Work would include grading and paving the roadbed, improving drainage, and installing culverts at stream crossings and guardrails at drop-offs. Storm drainage structures and lines would be installed to prevent excessive amounts of stormwater runoff flowing over the road and endangering traffic. Underground telecommunication lines would be provided alongside the new road during road construction. Road grades steeper than 10 percent would be paved with asphalt or concrete, and the sides would be supported with shotcrete, guardrails, retaining walls, drainage structures (for example, concrete and grass swales), and signs.

Construction of Fixed Tactical Internet

Two antennas strategically placed within the installation and one antenna on Dillingham Ridge would be constructed. As a result, radios within military vehicles would be able to receive communication signals to process both voice and data. Existing antenna support

structure sites would be used when possible. Two antennas would be approximately 4 feet (1 meter) long and 2 inches (0.05 meter) in diameter, and two antennas would be approximately 10 feet (3 meters) long and 2 inches (0.05 meter) in diameter. They would be mounted on new antenna masts, or on existing utility poles, antenna support structures, or buildings. Each site area would be 20 feet (6 meters) by 25 feet (7.6 meters), including a 15-foot (4.6-meter) by 20-foot (6-meter) concrete pad for the support structure and shed. Sites would be accessed via existing roads in all cases. No security lighting would be installed at the sites. Equipment sheds would house radios and batteries.

Training

General SBCT Training

Transformation activities would include military training on lands outside of developed areas (e.g., the cantonment area). Such training would include nonlive-fire, mounted maneuver training (using vehicles such as the Stryker and HMMWVs), and other nonlive-fire military training on foot. The mounted maneuver training would be limited to the areas shown on the maneuverability maps in Chapter 2 and existing roads. Most of the nonlive-fire training by SBCT forces would be similar to that conducted by Light Infantry Brigades.

Training would include establishing and using tactical and logistical operations and administrative centers, as well as smaller more dispersed activities, such as bivouacking (camping). As with Legacy Force training, exercises would continue to be at the squad through company level, with some opportunities for battalion and above training. General SBCT training would likely occur 180 to 242 days per year.

Field training exercises could involve a variety of activities, such as vehicle movement, maneuvers, and convoys, foot maneuvers, bivouacking, limited aviation training, and staff training exercises. Field exercises can generally take place in the entire area. Areas available for mounted maneuver training are limited. UAVs would be used as part of the training at DMR.

Proposed Action Impacts

Table 6-1 is a list of environmental impacts by specific SBCT project and resource category. This gives the public and reviewers a more detailed evaluation of impacts deriving from specific SBCT-related actions.

6.1.2 RLA Alternative

Activities under the RLA Alternative at DMR would be the same as those under the Proposed Action.

Reduced Land Acquisition Impacts

Table 6-2 is a list of environmental impacts by specific SBCT project and resource category. This gives the public and reviewers a more detailed evaluation of impacts deriving from specific SBCT-related actions.

Table 6-1
SBCT Project Impact Under Proposed Action at DMR

1391 Project #	SBCT Project Title	Location	Land Use	Visual Resources	Airspace	Air Quality	Noise	Traffic	Water Resources	Geology and Soils	Biological Resources	Cultural Resources	Human Health & Safety Standards	Socioeconomics /EJ	Utilities
58161	Land Easement/Construct Road, SB/DMR	Dillingham	⊙	⊗	○	⊙	⊙	⊙	⊙	⊙	⊙	⊗	⊙	⊙+	⊙+
N/A	Fixed Tactical Internet	Dillingham	⊙	⊗	○	⊙	⊙	○	⊙	⊙	⊙	○	⊙	○+	○+
N/A	SBCT Training	Dillingham	⊙	⊙	○	⊗	⊙	⊙	⊙+	⊗	⊗	⊗	⊙	⊙	⊙

In cases when there would be both beneficial and adverse impacts, both are shown on this table. Mitigation measures would only apply to adverse impacts.

LEGEND:

⊗ = Significant

⊗ = Significant but mitigable to less than significant

⊙ = Less than significant

○ = No impact

+ = Beneficial impact

N/A = Not applicable

Table 6-2
SBCT Project Impact Under RLA Alternative at DMR

1391 Project #	SBCT Project Title	Location	Land Use	Visual Resources	Airspace	Air Quality	Noise	Traffic	Water Resources	Geology and Soils	Biological Resources	Cultural Resources	Human Health & Safety Standards	Socioeconomics /EJ	Utilities
		Dillingham													
58161	Land Easement/Construct Road, SB/DMR	Dillingham	⊙	⊗	○	⊙	⊙	⊙	⊙	⊙	⊙	⊗	⊙	⊙+	⊙+
N/A	Fixed Tactical Internet	Dillingham	⊙	⊗	○	⊙	⊙	○	⊙	⊙	⊙	○	⊙	○+	○+
N/A	SBCT Training	Dillingham	⊙	⊙	○	⊗	⊙	⊙	⊙+	⊗	⊗	⊗	⊙	⊙	⊙

In cases when there would be both beneficial and adverse impacts, both are shown on this table. Mitigation measures would only apply to adverse impacts.

LEGEND:

⊗ = Significant

⊗ = Significant but mitigable to less than significant

⊙ = Less than significant

○ = No impact

+ = Beneficial impact

N/A = Not applicable

6.1.3 Public Scoping Comments

Public scoping comments regarding SBCT project activities at DMR focused on potential impacts related to the following:

- Traffic from SBMR to DMR;
- Agricultural use; and
- The local farming and ranching economy and impact to other businesses.